



Early Journal Content on JSTOR, Free to Anyone in the World

This article is one of nearly 500,000 scholarly works digitized and made freely available to everyone in the world by JSTOR.

Known as the Early Journal Content, this set of works include research articles, news, letters, and other writings published in more than 200 of the oldest leading academic journals. The works date from the mid-seventeenth to the early twentieth centuries.

We encourage people to read and share the Early Journal Content openly and to tell others that this resource exists. People may post this content online or redistribute in any way for non-commercial purposes.

Read more about Early Journal Content at <http://about.jstor.org/participate-jstor/individuals/early-journal-content>.

JSTOR is a digital library of academic journals, books, and primary source objects. JSTOR helps people discover, use, and build upon a wide range of content through a powerful research and teaching platform, and preserves this content for future generations. JSTOR is part of ITHAKA, a not-for-profit organization that also includes Ithaka S+R and Portico. For more information about JSTOR, please contact support@jstor.org.

As against these matters, which seem to argue haste or inadequate proofreading, it is a pleasure to note that the author is sound on the "balance of trade" idea. This is, in fact, one of the few books on this subject which are not infected with the old mercantilist fallacy as to the object of commerce.

EDWARD V. ROBINSON

UNIVERSITY OF MINNESOTA

The Britannic Question. By RICHARD JEBB. London: Longmans, Green & Co., 1913. 12mo, pp. 262. \$0.35.

This is a tract for the times which should be especially welcome to those interested in the evolution of a great empire. With almost meticulous care the historian of the Imperial Conference traces out the tangled web of policies and interests which comprise the Britannic question. Every feature of the problem receives searching analysis and consideration, and the persevering reader will be well repaid by the insight he will have obtained into the larger problems of the British empire.

Unlike most writers upon imperial topics Mr. Jebb does not lose sight of the great importance of the economic side of the problem. In this respect the book should appeal to students of economics generally, for it is really a study in the economics of a geographically decentralized empire. Practically all of the schemes which he weighs and finds wanting owe their rejection to economic considerations. For example, Imperial Federation, "by which is meant the creation of a federal parliament with an executive responsible to it" and "limited to foreign affairs and defense," is dismissed as "impracticable" because it divorces foreign affairs from trade and revenue. The author points out that in both Germany and South Africa "political union was actually preceded by a customs union." On the other hand, the union of Sweden and Norway went to pieces ultimately over divergent commercial policies, while Austria and Hungary only averted disruption by a compromise tariff.

With such careful consideration of the economic difficulties involved in a change in the relationship between Great Britain and her colonies, there is some irony in the fact that Mr. Jebb's own constructive scheme is most vulnerable at this point. Mr. Jebb's idea is that Great Britain should forsake her free-trade position and institute tariff reform. The distinctive feature of this change should be that "colonial produce would be dutiable as well as foreign produce, albeit at a lower rate of duty." This would provide, he thinks, more revenue, give some advantage to British agriculture, and afford a means of reciprocating a British prefer-

ence in colonial tariffs. Along with this proposal he supports the plan of fleet units maintained by autonomous colonial states.

The author's claim that the incidence of a food tax would lie altogether upon the producer is quite doubtful. Certainly the proposition deserves careful examination before being made fundamental to an imperial policy. Granted, moreover, the logic of Mr. Jebb's contention, surely the prospect of the colonial producer paying this tax in order that the British farmer might be relieved would not presage economic harmony within the empire. Both here and in the view that Great Britain should change her tariff to secure a basis for reciprocating preferences is implied the protectionist theory of international trade—a tariff as a weapon of retaliation and reward rather than as a purely fiscal instrument.

Further, in point of fact, Mr. Jebb overestimates the sentiment for an imperial preference. The Fielding tariff, which embodied the idea in Canada, was never received with any great enthusiasm by the commercial interests of the Dominion. Long before Sir Wilfrid Laurier's government met defeat the movement that way was dead, killed, some hint, by the Canadian Manufacturers' Association. True the preference yet stands, but so modified that it is absolutely innocuous.

Quite apart from the main discussion, it is interesting to observe that Mr. Jebb reveals an attitude, increasingly common in British publicists, of distrust of British parliamentary institutions. Such expressions as "restoring health to the diseased parliamentary system," "the progressive discredit of the British House of Commons," "the machine-made fetters of democracy," the parliamentary procedure which has become "farcical," would indicate that the mother of parliaments has not escaped some of the influences which beset representative institutions in the United States and Canada.

D. A. MACGIBBON

BRANDON COLLEGE

Outlines of Railway Economics. By DOUGLAS KNOOP. New York: Macmillan, 1913. 8vo, pp. 274. \$1.50.

This book is based on a course of lectures on "Economics with Special Reference to Railways," given at the Midland Railway Institute, Derby, and at the University of Sheffield, and now printed with various additions and alterations. The author is a lecturer on economics in the University of Sheffield, and late Langton Fellow of the University of Manchester. In this work he has approached railway problems, particularly those relating to rate-making, from the standpoint of the economist, seeking to